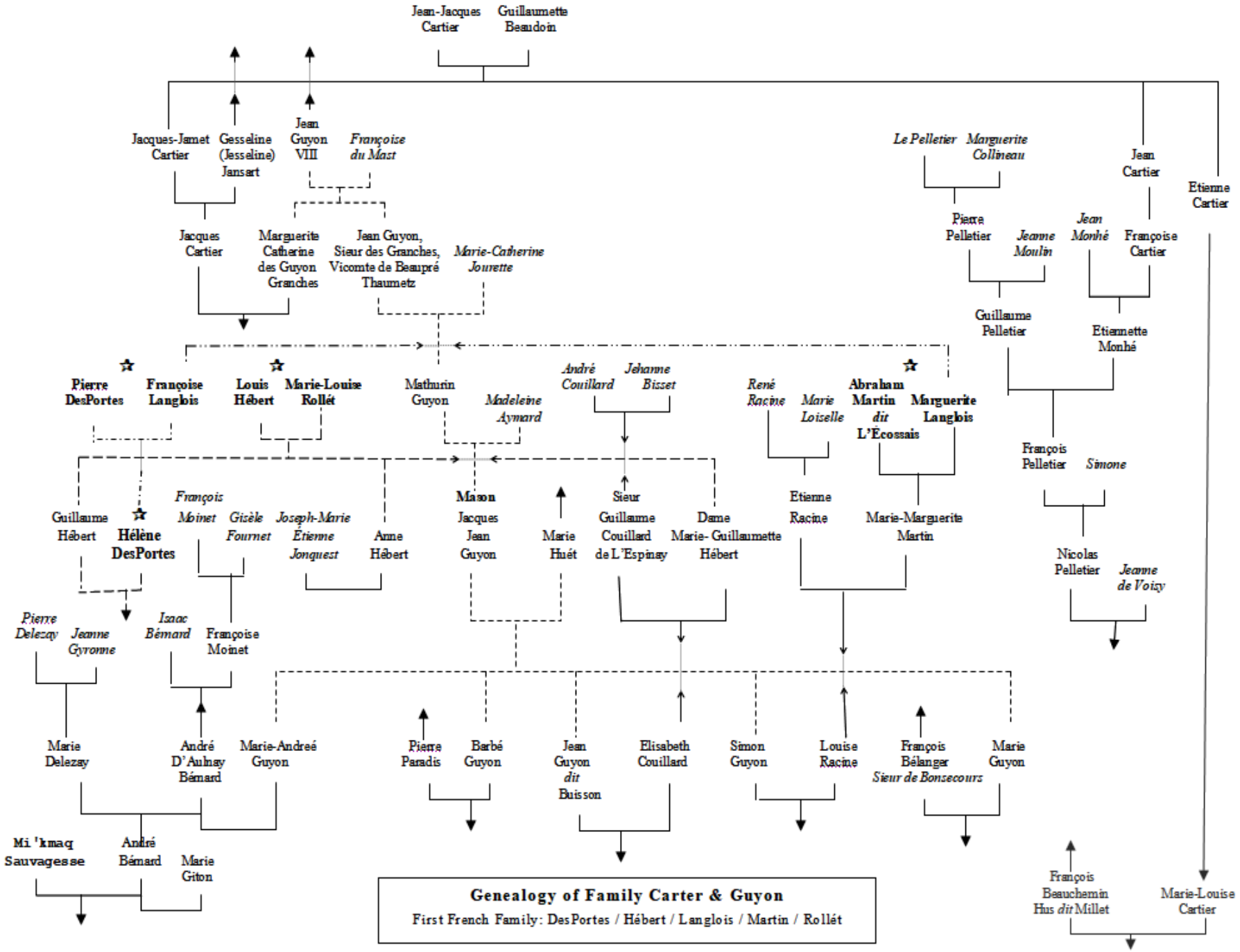
Jacques Cartier

God-Father of all Trueborn Canucks and Pure-Hearted Canadjuns


Jean-Jacques Cartier
Guillaumette Beaudoin
Jacques-Jamet Cartier
Gesseline (Jesseline) Jansart
Jean Guyon VIII
Françoise du Mast
Jacques Cartier
Marguerite Catherine des Guyon Granches
Jean Guyon, Sieur des Granches, Vicomte de Beaupré Thaumetz
Marie-Catherine Jourette
Le Pelletier
Marguerite Collineau
Jean Cartier
Etienne Cartier
Pierre Pelletier
Jeanne Moulin
Jean Monhé
Françoise Cartier
Guillaume Pelletier
Etiennette Monhé
Pierre DesPortes
Françoise Langlois
Louis Hébert
Marie-Louise Rollét
Mathurin Guyon
Madeleine Aymard
André Couillard
Jehanne Bisset
René Racine
Marie Loiselle
Abraham Martin dit L'Écossais
Marguerite Langlois
François Pelletier
Simone
Guillaume Hébert
Hélène DesPortes
François Moinet
Gisèle Fournet
Joseph-Marie Étienne Jonquest
Anne Hébert
Mason Jacques Jean Guyon
Marie Huét
Sieur Guillaume Couillard de L'Espinay
Dame Marie-Guillaumette Hébert
Etienne Racine
Marie-Marguerite Martin
Nicolas Pelletier
Jeanne de Voizy
Pierre Delezay
Jeanne Gyronne
Isaac Bémard
Françoise Moinet
Marie Delezay
André D'Aulnay Bémard
Marie-Andreé Guyon
Pierre Paradis
Barbé Guyon
Jean Guyon dit Buisson
Elisabeth Couillard
Simon Guyon
Louise Racine
François Bélanger Sieur de Bonsecours
Marie Guyon
Mi 'kmaq Sauvagesse
André Bémard
Marie Giton
François Beauchemin Hus dit Millet
Marie-Louise Cartier
Genealogy of Family Carter & Guyon
First French Family: DesPortes / Hébert / Langlois / Martin / Rollét

Jacques Cartier

God-Father of all Trueborn Canucks and Pure-Hearted Canadjuns

By Darcy John Bouchard © 2023, 2008

In 1534, French explorer Jacques Cartier sailed into the **Gulf of St-Lawrence**, landing at modern-day **Gaspé, Québec**. He claimed the land for France and made contact with local aboriginals. Cartier made two further voyages to the region, in 1535-1536 and 1541-1542, during which he explored more of Québec and attempted, without success, to set up a permanent French colony.

This Breton marked the beginning of Canadian history because he was mandated, in 1532, by the **King François I of France**, to take possession of a new continent to the west, on the other side of the **Atlantic**. Cartier fulfilled this mission two years later, thanks to a record crossing of the ocean.

A mariner's calling

Jean Cartier (1428 – 1488; age 60 ys) *had* inherited the lands of his father—near Sainct Malo—thus it is assumed *that* "he was the eldest son." Moreover, he was a ***merchant*** and a ***banker*** and lived in the **Cartier Manor House** at **Limoilou**, *near St-Malo*. The lands he had inherited and the large estates were farmed by *the* peasants who also lived on this property.

Jean Cartier was not only a man of power in the region of St-Malo, but possessed much influence as **Superintendent of Finance of France** under **King Charles VII**. Note: The Superintendent of Finance collected all tax monies and expended them in accordance with written order of the King and Council.

Jean Cartier of St-Malo, Brittany, France married **Guillemette Beaudoin** from the neighboring town of St-Coulomb, Brittany, France in 1456.

Children of Guillemette Beaudoin and Jean Cartier are (*as follows*):

i. Jacques-Jamet Cartier (b. 1458, St-Malo, France - d. 1509; age 51 ys)
ii. Jean Cartier
iii. Étienne Cartier (b. 1467)

Étienne Cartier was the third child born to Jean Cartier. His older brother, **Jacques-Jamet Cartier**, was *quite* famous as a ***pilot on the flagship of the duke of Brittany***—and Étienne's later success was much due to the guidance and solicitude of Jacques. As he grew older Étienne accompanied Jacques on many of his trips to the court of France and was Jacques' aide in attending to his duties as Chancellor.

Five children were born to Jean and Guillemette Cartier—all boys—all born at the manor house at Limoilou.

Jacques-Jamet Cartier *son of Jean and Guillemette Cartier* married **Jesseline Jansart** ~1485 at Limoilou, France. The couple had several children whose paternity is not in doubt, except for Jacques. The newborn babe was registered in the cathedral of St-Malo as, *simply*, "a child of Jamet Cartier"—which is why, *finally*, researchers do not trust it. Cross-checks from the main documented moments in the explorer's life only suggest that he was born between June 7th and 23 December 1491.

Children of Jacques-Jamet Cartier and Jesseline Jansart are (*as follows*):

i. Jacques Cartier (born on 31 12 1491, St-Malo, Île-et-Vilaine, Bretagne, France - died of illness on 01 09 1557, St-Malo, , Île-et-Vilaine, France). No act of baptism recorded.

Young Jacques attended the local schools and played with his brother **Lucas** and his two sisters, **Jehanne** and **Berthéline**, as well as the neighboring children and his cousins. He had an especial liking for his sister Jehanne which continued throughout his life. Jacques was a normal and studious boy and early became tremendously interested in the vessels moored on the waterfront of St-Malo harbor which he frequented daily, bothering the sailors with innumerable questions. St-Malo was a prosperous town and the boy's father was likewise prosperous—and one of the leading citizens. Young Jacques' love of ships and the sea prompted his father to see to it that the boy was fully tutored in ***navigation*** and ***seamanship*** because ***a mariner's calling*** was held in high esteem… and, even as a boy, he looked to the sea as his chosen calling.

Duke Charles of Burgundy

On 06 February 1476, **Duke Charles of Burgundy** marched from **Besancon** against the Swiss. **King Louis XI**, *presumably*, befriending Charles, had secretly alerted the Swiss, and… as ***a traitor*** to **Duke Charles**, he had ***secret agents*** in both camps. Duke Charles marched against the Swiss with ***a powerful train of artillery*** and ***forty thousand men***, gleefully anticipating an easy conquest and the taking of **Switzerland**.

A battle was fought at **Granson** in **Vaud** district and the under rated Swiss army so disastrously defeated the French that Duke Charles, besides losing half of his army, lost all his artillery and his huge ***baggage train***. In his flight, he was accompanied by *only* five mounted retainers, including his next in command, ***Jacques Cartier—who had strenuously objected to a war with the Swiss***. Duke Charles also lost his store of ***personal jewels*** and ***precious stones*** that were in a locked case in a wagon of the train. ***The great diamond of Charles***, which was taken earlier

from the crown of the **Great Mogul** was lost. It turned up later in the possession of the **Emperor of Austria** who *had* purchased it for a trifle from the Swiss.

Duke Charles was mad with rage and calling his advisors together to raise another army to again fight the Swiss. The sage advice of his generals and commanders failed to show him the folly of another war with the powerful Swiss who were defending their homeland. In June 1476 the great army of Charles—now geared down to *only* needed arms and food—reached the town of **Morat**, *a short distance from* ***Berne***.

As the Swiss advanced, Jacques Cartier drew his lines of battle, which were perfectly suited to the ***hilly terrain and valleys***; ***pelting rain*** fell on June 22nd, and the Swiss, ***hidden by fog***, fell upon the French. In the mêlée of the raging battle, ***more than half of the French foot soldiers were slain*** and ***all of the cavalry, who did not flee, were killed***. Charles and his living commanders, including Jacques Cartier, ***fled the field with only a dozen of his cavalry***.

Charles was wild with rage on reaching home. He ordered the raising of another army but the French peasants refused to go once again against the terrible Swiss. **Duke Rene II of Lorraine** had an opportunity to down **Charles the Bold**. Nevertheless, Charles was able to collect a small army and, on 22 October 1476, he besieged **Nancy** and Duke Rene fled. Charles was still besieging Nancy on 4 January 1477 when Rene appeared with a fresh army. Charles was advised *that* he could not hope to cope with ***a sortie*** out of Nancy with Rene II falling on his flanks and rear—but he would not listen!

The battle was fought, Charles was killed and, with a few other commanders and faithful retainers, Jacques Cartier escaped to St-Malo. What he had gained for his years of war, his contributions of money and produce from his estate, and the loss of many of his own people—nothing but ***a medal of honor*** from Charles that he dared not display. He wisely decided to spend the remainder of his days at home, husband his resources and rear his family.

At the ***death by assassination*** of his brother Jacques (age 52 ys), in 1509, Étienne continued in management of his own and Jacques' estates at Limoilou, awaiting the time when Jacques' son **Jacques (the explorer)**, could take over this duty. However, Jacques became a sea captain… and, so, he was unable to devote time to the duties of farming and left matters in the hands of his uncle Étienne.

After Blessed Ste-Jehanne d'Arc had been martyred, ***Jean Cartier*** fled back to his estate at St-Malo, where he was ***assassinated***, in 1488, by ***a hired henchman of King Charles***. At the death of his father, Jacques-Jamet Cartier became head of the family.

Late in Jacques' life commenced the heavier wars that lasted for fifty years under ***three French Kings***. Jacques became **Chancellor of France** in the councils of **King Charles VIII** who was a fantastic youth dreaming of conquest and the enlargement of his kingdom (the Chancellor of France solely made valid all opinions of the King—he, *likewise*, was keeper of the **National Seal** and he alone could use it to validate documents).

Jacques lavished his attention on his younger brother Étienne and saw to it that he was given every advantage. When Jacques became Chancellor of France he made Étienne his aid and chief assistant. Etienne acquired a large tract of land adjacent to Jacques, a few miles from St-Malo—and both estates were known by the common name **Limoilou**. Étienne supervised both estates and his efforts were successful Because of this and because the lives of Jacques-Jamet and Étienne were inseparably woven together most of the history of the two is parallel.

Portugal had been in the race to explore routes to Asia for more than a century when one of its explorers, **Bartolomeo Dias**, was the first to round the **Cape of Good Hope** at the southern tip of Africa in 1487. Satisfied with this success, **King John II of Portugal** turned down Christopher Columbus' 1489 proposal to look for a route to Asia by going west. Shortly thereafter, Columbus discovered America in the name of Spain. Some time later, it was learned that John Cabot had possibly reached Asia for England by going through the northwest.

The **"Behaim Globe"** of 1492—the same year that Columbus set out on his first voyage—depicts an empty ocean between Europe and Asia. Ten years later, the **"Cantino Chart"** (1502), originated by the survivors of the Gaspar Corte-Real voyages, was the first to depict any part of Canada. In the north central part of the chart is the southern tip of Greenland and the east coast of Newfoundland. A different outline of this area appeared a few years later with the La Cosa (1500-08), Contarini (1506) and Ruysch (1507) world maps, based on the hypothesis that Greenland and Newfoundland were joined, all part of a vast northeastern extension of Asia. The Ruysch map shows the earliest surviving place name in Canada: "In. Baccalauras" is now Baccalieu Island off Breakheart Point, between Trinity and Conception Bays.

Voyages of Discovery

Shortly before the end of the 15th century, the lure of unknown lands to the west was again felt in Europe, and America was rediscovered. Europeans sought once again to establish colonies throughout the 16th century: the ***Spanish*** and ***Portuguese*** primarily in **South America**, and the ***English*** and ***French*** principally in **North America**. Of all these nations, only the Spanish succeeded in making large encroachments. Numerous expeditions set out for Canada during this period, from the one by **John Cabot** in 1497 to that of **Jacques Cartier**, but no permanent colony was established. Canada therefore remained the exclusive domain of the natives until the 17th century. Nevertheless, the land claims made by Cartier in the **St-Lawrence Valley** were recognized in Europe, where the territories that he discovered were identified on maps as **Nouveau France**.

It would have been unthinkable for these intrepid explorers to set out in search of unknown lands, inhabited *possibly* by natives of unknown disposition, but presumably hostile, without ensuring a minimum of security through effective weapons and men who knew how to handle and maintain them. Therefore, the sailors from all the European nations who signed on for these expeditions had to be able to become ***men-at-arms*** when danger threatened. All ships were equipped with a supply of ***swords***, ***spears*** and ***harquebuses***, as well as a few ***artillery pieces***. The distinction between ***naval vessels*** and ***merchant vessels*** was rather vague. In general, ordinary ships engaging in trade one year could be equipped for war the next and sent off on military campaigns, then reassigned once again to transporting merchandise. A few notable exceptions did exist, such as the ***Great Harry***, a large British man-of-war.

Thanks to the development of ships able to withstand long ocean voyages, 16th century Europeans enjoyed a revolutionary advantage over all other peoples of the times. Not only did **America** come within their reach, but they also succeeded in circumnavigating **Africa**. The Portuguese, who were dominant in this kind of exploration at the time, had reached **India** in 1500, and then on to the **Far East**.

Footmen and Soldiers

Great advances were also made in the fourteenth and fifteenth centuries in the areas of weapons and tactics. The result was the advent of a new type of men-at-arms: professional soldiers. In the Middle Ages, knights were the prototypical warriors on the battlefields of Europe. Because of their extremely heavy equipment, they moved about on horseback. Dressed first in coats of mail and helmets, they were eventually enveloped from head to foot in suits of steel armour. Those who fought on foot, or footmen as they were generally known, were usually archers and pikemen. They were poorly equipped and were even forbidden to carry the weapons of gentlemen, such as swords, which might have saved their lives in combat. They had little defensive equipment, even though they were very exposed in battle.

The situation changed when armies of knights began to suffer stinging defeats at the hands of simple footmen. This occurred in the fourteenth century during a number of battles pitting knights against bands of rough Swiss mountaineers armed only with longbows, crossbows, long pikes and halberds, which are pikes with axe-heads such as those still carried today by the Pope's Swiss Guards. Assembled in close formation, the pikemen and halberdiers formed a kind of gigantic porcupine which the knights and their mounts proved unable to penetrate. The nobles suffered terrible losses, while the Swiss acquired a military fame that accompanied them for centuries, due to this new technique that revolutionized the art of war.

The fourteenth century also saw the advent of firearms on battlefields, in the form of heavy bombards, the ancestor of cannons, which were especially useful for sieges. It was not until a century later that harquebuses, the first portable firearms, made their appearance. They were capable of penetrating armour.

In the Middle Ages, knights and noble lords regularly maintained in their retinues "sergeants" and "archers," who trained and led other subjects who were obliged to serve in the army for forty days per campaign. As the infantry became the heart of the army, the importance of footmen increased, as did their relative numbers and the length of time they had to serve. Rarely paid, these men often survived by looting and extorting money and goods from humble people living near the battlefields. When the military campaign ended, some of them became veritable public dangers. They were even called "looters and eaters of the people." In order to mitigate these abuses, princes gradually began to pay men to devote themselves to the practice of war. The French word solder meaning "to pay" was thus the origin of the "lovely name of soldier" 12 by which they came to be known. In the fifteenth century, the practice of paying men to take up the trade of soldiery became widespread.

The Cabots and the Corte-Real Brothers

Naturalized as ***a citizen of the Republic of Venice*** (*now Italy*) in 1476, the experienced navigator **Giovanni Caboto** (c. 1449-c. 1499)—known to the English as **John Cabot**—was hired by **King Henry VII of England** in the mid-1490s to make a voyage of discovery westward across the **Atlantic Ocean**, seeking a new commercial sea-route to Asia (India and Cathay) *viz.* the fabled **North-West Passage**.

> "In the yeere of our Lord 1494, John Cabot a Venetian, & his sonne Sebastian [...] discovered that land which no man before that time had attempted, on the 24 of June, about five of the clocke early in the morning. This land he called Prima Vista [ ] The inhabitants of this Island use to weare beasts skinnes, and have them in as great estimation, as we have our finest garments. [ ] The soile is barren in some places, & yeeldeth little fruit, but it is full of white lions, & stags farre greater then ours. It yeeldeth plentie of fish, and those very great, as seales, and those which commonly we call salmons: there are soles also above a yard in length: but especially there is great abundance of that kinde of fish which the Salvages call Baccalaos."
>
> Hackluyt 511 (1589)

Very few hard facts are known about Cabot or his trip, but his journey is recognized as an important symbolic start point for ***the story of European settlement of North America***. The earliest surviving documents related to Cabot's explorations are the letters of patent which were granted to the English King's Italian navigator, on 05 March 1496. Cabot left **Bristol** in May 1497; one month later, he reached **'new found lands'**—revealing large schools of cod and whales near Labrador. He disembarking briefly [ ] and claimed the island of **Newfoundland** for England; he then skirted the shore for some 30 days without seeing anyone, and returned to England at the beginning of August, full of enthusiasm and convinced that he had reached Asia. In fact, Cabot was the first to report on a part of America after

Christopher Columbus,[1] but his explorations were in colder regions—*on the shores of what is Canada today*. His landfall remains unknown. Neither a ship's log nor any authentic account of this voyage has been preserved. It is only because of numerous references found here and there that historians have been able to piece together Cabot's exploration in North America. On the whole, it is agreed that the navigator visited somewhere between **Labrador** and **Cape Breton**, *most likely the east coast of Newfoundland*.

> "C'est donc au cap Percé, et nulle part ailleurs, que selon la carte de 1544, Jean et Sébastien Cabot ont atterri; c'est là que, les premiers entre les navigateurs du XVe siècle, ils auraient foulé le sol du continent américain, et planté les bannières de Saint-Georges et de Saint-Marc, le samedi 24 juin 1497, à cinq heures du matin."
>
> Harrisse, 66 (1882)

The Fabled Northwest Passage

When John Cabot ventured into the North Atlantic aboard the ***Matthew*** in 1497, his goal had nothing to do with fish, even though his discovery of the ***waters of riches*** was unquestionably the most dramatic result of that voyage. Cabot (like Columbus before him) hoped to prove that ***a direct sea-route*** existed ***between Europe and Asia***. He did not know that ***a continental landmass*** entirely unknown to Europeans blocked his way. As Europeans became aware that a **"New World"** existed across the Atlantic, many found ways to profit by the discovery through the ***fishery*** or by the ***fur trade***. Others, *however*, remained determined to find a sea-route to Asia. This belief led to the search for ***the fabled Northwest Passage***—a search that persisted for centuries.

Such a search was only possible because several factors congealed during the late-15th and early-16th centuries making such voyages of discovery profitable. These factors included the development of sturdy new ships that were capable of ***long-distance oceanic voyages***, and the willingness and ability of merchants to risk some of their capital against the ***new commercial opportunities*** that a sea-route to Asia would provide. There was also a growing confidence among mariners that they would survive oceanic voyages, thanks in part to the development of ***new navigational instruments*** and ***the accumulation of oceanic experience***: Each exploration added to that experience and knowledge. Thus, the earliest voyages of the **Cabots** and/or the **Corte-Real brothers**, and others established for Europeans the existence of North America, while those of the next generation, such as **Giovanni da Verrazzano** and **Jacques Cartier** in the 1520s, 1530s and 1540s, made clear that a sea-route through North America did not exist. This left explorers searching for a northern passage around North America—the only other possibility was a sea-route around the southern tip of the New World, and this would remain Spain's jealously guarded secret for several decades (*being discovered by **Magellan** in 1520*).

In May 1498, John Cabot left **Bristol** to undertake another voyage of exploration (his third), from which he never returned. "***He only found new lands at the bottom of the ocean***" wrote one of his contemporaries. His son **Sebastian Cabot** *son of John Cabot*, himself a navigator, wouldst later undertake to continue his father's explorations in North America.

The Corte-Real Brothers

King Manuel I of Portugal had been intent on preserving trade with Asia, since 1491… and, so, in 1500, intent on preserving trade with Asia, he asked **Gaspar Corte-Real** to find a passage to ***the land of silks and spices*** by going northwest as Cabot had done.

The Corte-Real Brothers were (*as follows*): Gaspar Corte-Real (c. 1450 - c. 1501); Miguel Corte-Real (c. 1450 - c. 1502); and Vasco Añes Corte-Real (?).

Gaspar was the son of the governor of Terceira in the **Azores archipelago**. This archipelago, situated towards Newfoundland from Europe, was—and is still—one of the major landmarks for Atlantic voyages. Because of his connection to the Azores, the Atlantic was not entirely new to Gaspar.

> "les Portugais ayants descouvert toutes les rivages de l'Afrique en Orient, Colomb par la charge des Roys Catholiques feit le mesme en l'occident, & comme chaque nation vouloit avoir les Moluques en sa possession; Gaspar Cortereal l'an MCCCCC cherchant quelque passage aux terres des espiceries trouva un fleuve qu'il appella Nevado, à cause des neiges & grandes froidures: mais ne pouvant supporter une si excessive froidure, feit voiles vers le Midy, & descouvrit toutes ces terres jusques au cap de Malua."
>
> Wytfliet, 133 (1607)

Gaspar Corte-Real went in search of lands to the west and the King granted him the profits from anything he found. In 1500, he reached ***a cold, snow-covered land in the northwestern Atlantic***. The following year, in 1501, Gaspar made a second voyage with three ships and found **"Terra Verde" ("Greenland")**, so called because of its tall trees. Only two of the ships returned, bringing 57 captured Beothuk, who were then sold as slaves to defray the costs of the voyage. The third ship, with Gaspar and all his crew on board, disappeared.

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[1] In 1492, the year following the birth of Jacques Cartier, converso Jew Christopher Columbus crossed the Atlantic Ocean to discover America for the Queen of Castile (later, Spain). It is a little known thing that he had in his possession certain documents, such as maps and charts, either based on or created by Admiral _____ from China, who had circumnavigated the globe ## ys prior).

In the spring of 1502, Gaspar's brother **Miguel Corte-Real** left **Lisbon** to look for his brother. He, too, would disappear. In 1503, **Vasco Añes Corte-Real**, a third brother, was refused permission by the King to continue the search.

The Cabots' explorations and those of the Corte-Real brothers revealed the ***large schools of cod and whales near Labrador***. Breton, Norman, Basque and Portuguese fishermen rushed to explore these by the beginning of the 16th century. But, like the Cabots, the Corte-Reals did not leave descriptions of their voyages, other than *that* they reached the shores of eastern **Newfoundland** and *perhaps* **Labrador**… and they did leave a map—***the* "*Cantino*" *chart***, whereupon the coast of Labrador bears the name **"Terra Cortereale"** on many old maps.

Though he didn't return from his second voyage in 1501, Gaspar's ships brought the kidnapped **Beothuk** back to Portugal, making this voyage particularly significant for Europe. These were the first Native people of this part of North America that had been seen on the **Iberian Peninsula**. *Like the Native people whom Columbus had taken prisoner and brought back to Spain when he returned from the Caribbean, these 57 souls were extraordinary to the Europeans—and everybody wanted to see them—and they were sold into slavery—and quickly perished.*

From the early-1500s, European vessels fished the northwest Atlantic waters of the Maritime and Québec. Many countries sent boats to the Atlantic coast: France, England, Holland, Scandinavia and Portugal. The British *also* used the fishing industry as an unofficial training ground for sailors who, after acquiring valuable experience at sea, could be pressed into service in the navy. But France—its first documented fishing vessel crossed the Atlantic in 1504—dominated the industry throughout the 16th and 17th centuries. France supported its ***migratory fishery*** for two major reasons: it was of tremendous economic value and provided a reserve of experienced sailors for the French Navy, which helped to maintain the country's status as one of the world's great maritime powers. France was the most important participant in the transatlantic fishery—it sent more ships overseas than other nations, harvested more fish, and maintained a near monopoly of Newfoundland's south, west, and northeast coasts.

Within just a few years, hundreds of ships carrying thousands of fishermen were sailing annually to the ***rich fishing grounds*** he had stumbled upon. Most fishers came from either **Brittany** or **Normandy**, which were located on France's northwest coast and therefore ideally situated to exploit **Newfoundland** and **Labrador** fishing grounds, soon to be joined by the **Portuguese**, the **Basques**, and the **English**. Some *also* came from **La Rochelle** and other areas on the country's west coast, while ***Basques fishers and whalers*** from southwest France also migrated to Newfoundland and Labrador. The first documented Breton fishers arrived in 1504; within four years, both Breton and Norman vessels were regularly crossing the Atlantic in increasing numbers. So many nationalities were represented in this new enterprise that historians commonly speak of the 16th century as ***the era of the*** "**International Fishery**.**"**

French ports were annually dispatching between 60-and-90 vessels by the 1520s and the industry steadily grew in the coming decades.

Portuguese fishermen were impressed by the reports of schools of fish near Newfoundland. Cod fishing developed so rapidly after the Corte-Real voyages that, as of 1506, Portugal levied a tax on cod from Newfoundland. In fact, Newfoundland bears the name of **"Terra de Baccalaos"** ("*land of cod*") on some old maps.

In 1507, the geographer **Martin Waldseemüller** startled Europe with ***a new globe*** that suggested Columbus and his successors had traveled to ***a separate continent from Asia***, one previously unknown to Europe. Waldseemüller's globe and an inset on his world map revolutionized the ***cartography*** of the New World and introduced the place name **"America"**—after a minor Italian explorer, Amerigo Vespucci. As the notion of a new continent slowly gained credibility, expeditions were sent to find a way through the inconvenient landmass.

At the beginning of the 16th century, several European countries were determined to find a sea-route to the rich trading countries in the East—one that would bypass the treacherous overland journey through ***the Ottoman and Muslim empires***. The **Portuguese**, who were then the reigning masters of navigation, had just succeeded in finding such a route, but it involved braving the turbulent waters around the **Cape of Good Hope**, *at the tip of Africa*.

With Portugal soon dominating the African route and the southern parts of America under Spanish control, England and France had little choice but to look for another way. They surmised that the answer could lie to the north of Spain's American possessions.

Although the **Cabots** and the **Corte-Reals** reported their sightings of North America, it was descriptions by ***Basque fishermen*** of these new lands and waters that had a substantial impact on the French. They were the first to pursue the **Northwest Passage**.

Sebastian Cabot was born in **Venice**, Italy. In 1509, he was the first navigator to try to circumnavigate the New World by going north. He may have gotten as far as ***the entrance to Hudson Bay***, which he took to be the passage to **Cathay (China)**, but he had to turn back as his crew refused to go any further.

In 1512, Sebastian was hired by Spain whom he served, first as navy captain, then as pilot-major, from 1518 to 1547. At the age of 63, he retired to England, where he died in 1557.

Jacques Cartier (the explorer)

Jacques Cartier, a famous sea captain of St-Malo, France, the discoverer of Canada, sailed up the majestic St-Lawrence in 1535, and wintered his fleet of three small sailing vessels, the "*Grande Hermine*," the "*Petite Hermine*" and the "*Emerillon*" at the mouth of the stream still known as the Lairet – named after a pioneer settler of Charlesbourg

– which flows into the St-Charles river, now within the limits of the city. It was Jacques Cartier who named a bay on the north shore of the gulf, which he entered on the feast of St- Laurent, August 10th, "*Baye Saint Laurent*" – translated St-Lawrence. It was not until 1608 that Samuel de Champlain founded Québec and built his "*Habitation*" or fort *in the Lower Town, directly below Dufferin Terrace*.

The childhood of Jacques Cartier *also* remains obscure. Researchers have few documents; some ***acts of baptism*** from the years 1510 to 1520, in which the young man acts as godfather, attest to his presence at St-Malo. He would have sailed in his young age as "*a moss*," then as "a sailor" and, finally, as "captain"—or so historians think. This is, *in fact*, the normal path of a young **"*Malouin*"** who wants to make a living while sailing.

In 1524, **Giovanni da Verrazzano**, a Florentine in the service of the **King François I of France** explored the east coast of America from Florida to Newfoundland; and, in 1525 and after, ***Basque cod fishermen and whalers*** regularly sailed into the **St-Lawrence estuary** and the **Saguenay River**.

Subsequent voyages by **Verrazano** (1524) and **Gomes** (1525) coasted from Florida to Newfoundland. Although they could not find a through-passage, they produced ***rough charts of the coast***. The best of these were Spanish charts by **Ribeiro** (1529) and **Santa Cruz** (1541). All of these charts show **Cabot Strait** as a bay, and some, such as those by Santa Cruz, depict **Nova Scotia** as an island.

Canadian historian **Gustave Lanctôt** reports, in a biography of Cartier, that concept seems logical: He was then twenty-seven years of age and possessed the necessary knowledge to navigate on his own. In his ***marriage certificate***, *celebrated a year later*, when he married **Catherine des Granches**—daughter of a wealthy notable of St-Malo—sister of **Jean Guyon, Sieur des Granches, Vicomte de Beaupré et Thaumetz**; [2] it is specified *that* Cartier was **"master pilot in the port of Sainct-Malo."** Cartier could not have acceded to this position without having recognized his professional qualities recognized. It should *also* be noted that the port of ***St-Malo was the most important point of transatlantic departure from France*** at the time—and *that* the master of the port was the one person who controlled all *the* entries and exits of the ships—a responsibility which could not be trusted to just anybody.

In 1532, **François Ier** *definitely* brought **Brittany** into the French fold. Without news of **Verrazzano**, whom was gone back a long time in America, François looked that year for an explorer to continue the work already undertaken. The **abbot of Mont St-Michel**, to whom the king made inquires of/for such a man, recommended (*to him*) **Sieur Jacques Cartier, Pilot sailor of Saint-Malo** as able, in consideration of his ***journeys to the Brazil and Newfoundland***, and ability to drive ships on to discover new lands in the **New World**.

A meeting took place at the abbey and the Malouin captain came out with the mandate to discover **"this kingdom is Terres Neufves"** and **"those ysles and countries where it is said that he must find a large amount of gold and other things. "** And Cartier even knew where this place was, *viz.* **"pass the destroict of the Bay of Châsteaulx" (***which is called today the Strait of Belle Isle*).

There is no record of how much time Cartier spent at sea after the acquisition of his ship. Nor *of* how he occupied his time. Yet, in addition to trips to **the Labrador coast**… the story of his 1534 trip reveals interesting details about his career. According to this text, Cartier clearly knows **Brazil** and its inhabitants. Information in this sense appears in two places. For example, when he talks about the ***habits of the Amerindians*** encountered in the **Bay of Gaspé**, in July 1534, he observed that they eat **"grosz millet, as a pitch as well as it grows in Brazil."** Elsewhere, in the story of **Cartier's Second Voyage**, the Breton captain notes *that* the Indians were organized in the manner of the people of Brazil. They resemble the people **"who live almost in a community of good enough kind of Bresillians."**

(*As no document has been found concerning his explorations to Brazil—between 1524-and-1528—it is not hard to infer that his trip to Brazil could fit well with this period of his life.*)

Cartier's journey of 1534

Jacques Cartier had been navigating for many years when, in 1534, **King François I of France** dispatched the first Cartier expedition to discover "certaines îles et pays où l'on dit qu'il se doit trouver grande quantité d'or et autres riches choses" ["*certain islands and lands where it is said there are great quantities of gold and other riches*"] as well as, if possible, the route to Asia.

Cartier, with 61 men, probed a westward opening north of Newfoundland that had been reported by ***Basque fishermen***. He explored and named the shores of the **Gulf of St-Lawrence** and was sailing in the waters of the **Strait of Belle Isle**—*as evidenced by his travel account*.

Two years were needed to mount the expedition that led Cartier to Canada—the month of April 1534 was *already* well advanced. The Breton expedition had only two ships—whose names have remained in oblivion. The small squadron, which brought ***sixty-one men***, took off on the morning of the 20th, after having listened to ***Mass in the cathedral of Sainct-Malo***.

The crossing only lasted twenty days: (*Other later passages couldst take up to three months*). The "new found land" appeared to the crews as of May 10th, but the presence of ice delayed their entry into the **Strait of Belle Isle**. Seventeen days later, the two ships skirted the Labrador coast under the experienced conduct of the Malouin captain.

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[2] **Jacques Jean Guyon** *son of Madeleine Émard and Mathurin Guyon* (*son of Jean Guyon, Sieur des Granches, Vicomte de Beaupré et Thaumetz—brother of Marie-Catherine Guyon dit Granches*), a mason, married **Madeleine Huét**—and they were the parents of Percheron **Jean Guyon *dit* Buisson**.

He knew the coast, knew how to dodge the rocky bottoms, identified the harbors in passing and gave names to them: **Blanc Sablon**, **Butus**, and **Les Islettes**. These details have convinced historians that Cartier knows these areas. The ***small harbor of Brest***, a simple fishing spot on the coast, seemed his goal—and he so went directly there on June 10th; he anchored there for a few hours, time to make provisions for water, renew his wood reserves and give a break to his men.

He resumed his voyage the next day and sailed towards the **Gulf of St-Lawrence**. Now, it is clear *that* he was unaware of the ***landscape*** and the ***pitfalls of navigation***. He gave names to places where he stopped, and, on June 12th, he baptized the harbor of **St-Servan**, *named after a small port in front of St-Malo*. Jacques Cartier says, without artifice, having simply planted a cross there, in truth at the limit of the geographical area he knew. In other words, he officially fulfilled his mission, that of taking possession of the territory, without ceremony, as if it was a routine. However, now that it was completed, he had the choice to continue exploration of these new lands, or return to France—but, as the sailing season was still very young—*he* kept on.

Cartier then sailed the French squadron along the west coast of **Newfoundland**, to which its captain leads it and continues its course under varying conditions. The temperature was sometimes bad, other times mild. His two ships arrived at the **Magdalen Islands**, turn their naves to the **New Brunswick coast**, and then sailed back to the **Gaspé Peninsula**. Arriving at the entrance to the **Chaleur Bay** on July 4th, and thinking to see there a possible passage to the **Indies**, Cartier stopped for a week at **the conch St-Martin**, (*today Port Daniel*). The exploration led to nothing, nevertheless, he continued on his way—although it was stormy. The bad weather forced Cartier to seek refuge at **Cape Pratto**, the **Cove of Percé**, then in a bay that he found on his way—that of **Gaspé**.

> "We posed at the entrance until the 16th, which was Thursday, hoping to have a good time out."
>
> Jacques Cartier

Beautiful weather being desired, and one of his ships having lost an anchor, Cartier brought his two boats inside the bay and stayed there. It was the morning of July 24th when François' envoy was in the heart of an area unknown to him in relation to that of the Strait of Belle Isle, that he officially took possession of **Nouveau France**. This time, he put more emphasis on the gesture, which is why historians have chosen this date rather than the first to recall the accomplishment of his mission—and, on Sunday, 24 June 1534, planted a cross on **Gaspé Peninsul**a and claimed the land for France. The next morning, July 25th, the weather was nice... and Jacques Cartier resumed the sea.

Cartier's expedition sailed along the St-Lawrence River and, in 1535, he stopped in a little bay he named **Baie Saint-Laurent** on August 10th. And, on September 6th, Cartier became the first European to discover **L'Isle-aux-Coudres** (Québec). Cartier continued to sail up the St-Lawrence and arrived at the village of **Hochelaga** (Montréal) on October 2nd.

Wanting to impress the inhabitants of Hochelaga, Cartier put on his dress uniform, ordered his sailors into formation and entered the Iroquoian village to the sound of ***"trompettes et autres instruments de musique"*** ["trumpets and other musical instruments"] which the local people had not seen before. After the festivities, the hosts brought Cartier to the top of **Mount Royal**, from which they explained the major waterways by showing him the rivers on the horizon that came from huge freshwater seas to the west. They *also* told him that the gold, silver and copper objects in their possession came from the northwest.

Cartier concluded that the passage to Asia could not be very far!

> "Poscia ci mostrorono con segni, che passate dette tre cadute, si po teua navigar per detto fiume il spatio di tre lune: & che lungo di dette montagne che sono verso tramontana v'è un fiume grande, il quale descende da ponente come il detto fiume: Noi pensammo che quello sia il fiume che passa p il reame di Saguenay. & senza che li faces simo dimanda o segno alcuno presero la catena del subbiotto del Capitano che era d'argen to, & li manico del pugnale di uno de nostri compagni marinari, qual era d'ottone giallo quanto l'oro, & il pendeua dal fianco, & ci mostroron che quello veniua di sopra di detto fiume, & che vi sono di Agovionda che vuol dire maluage genti, iquali vanno armati fino in cima delle dita, mostrandocianche la forma dell'arme loro, lequali sono fatte di corde & legno lavorate & tissute insierne, dandoci ad intendere che detti agouionda di continuo fanno guerra tra loro. ma per difetto di lingua non petemmo intender da loro quanto spatio v'era sino un detto paese. Il Capitan mostro loro del rame rosso, qual chiamano Caignetdazé dimostrandoli con segni voltandosi verso detto paese li dimandaua se veniua da quelle parti, & eglino cominciarono a crollar il capo volendo dir no, maben ne significarono che veniua da Saguenay, qual è dalla banda contraria del precedente, &c…
>
> Ramusio 448 (1565)

French translation

> "Et il nous fut dit et montré par signes, par les trois hommes du pays qui nous avaient conduits, qu'il y avait trois autres sauts d'eau sur ledit fleuve, comme celui où étaient nos barques; mais nous ne pûmes comprendre quelle distance il y avait entre l'un et l'autre, par faute de langue. Puis ils nous montraient par signes que, passé lesdits sauts, l'on pouvait naviguer plus de trois lunes sur le fleuve. [...] et sans que nous leur fissions aucune demande ni signe, ils prirent la chaîne du sifflet du capitaine, qui est d'argent, et un manche de poignard, qui était de laiton jaune comme de l'or, lequel pendait au côté de l'un de nos compagnons mariniers, et montrèrent que cela venait de l'amont dudit fleuve, [...] Le capitaine leur montra du cuivre rouge, qu'ils appellent caignetdazé, indiquant vers ledit lieu et demandant par signes s'il venait de là. Et ils commencèrent à secouer la tête, disant que non, en montrant qu'il venait du Saguenay, qui est à l'opposé du précédent."
>
> Cartier 205-206 (1992)

Being unable to go over the ***Lachine rapids*** in his boats and very short on rations, Cartier returned to winter at **Stadacona**. The French exchanged European goods with the Native people for ***wild game meat*** but this food was not enough. **Twenty-five Frenchmen died of scurvy** before Cartier learned from the Native folk that a tea called **"*annedda*,"** made from some ***evergreen bark and foliage***, could cure the disease in fewer than eight days.

The Fleur-de-Lys

A symbol of the French presence in North America

https://www.thecanadianencyclopedia.ca/en/article/fleur-de-lys

It is unclear where the fleur-de-lys originated. Among the Egyptians, Persians, Arabs and Greeks, this arabesque evoked warrior-like power. It may be a crista (a sun symbol associated with the power of pagan warriors) or even a stylized phallus suggesting fertility. Brought back from the Crusades, the symbol became tied to the history of French kings after Louis IX s canonization as Saint Louis on 11 August 1297. In depictions of the king's life, a crista shines above his head by God's will. This "tongue of fire" — a Biblical symbol — meant that the kings of France were chosen, crowned, and granted their power by God.

Scattered across North America in the wake of explorer Jacques Cartier, the fleur-de-lys represented the figure and supremacy of Francis I. Assigned by his sovereign to "discover certain islands and countries where there are said to be great quantities of gold," Cartier sailed to Newfoundland and then Gaspé. He raised one cross at Saint-Servan harbour on 12 June 1534 to show that the country where he had landed belonged to the kingdom of France. A second was assembled and raised at Gaspé on 24 July. A coat of arms with three fleurs-de-lis in relief was fixed on the cross-piece and above it a wooden sign engraved in large Gothic letters with Vive le Roi de France.

Some 60 years after Cartier's voyages and the bid by Jean-François de La Rocque, Sieur de Roberval to colonize the St. Lawrence Valley, Samuel de Champlain spent time in Acadia, from which he explored the St. Lawrence Valley and the Atlantic coast. He did not display the fleur-de-lys, then embodied by Henry IV, anywhere he went, not even when he founded Québec City in 1608. He did not invoke it when his city surrendered in 1629 or when he returned to the city after the Treaty of Saint-Germain was signed on 29 March 1632. However, the expression retour des lys (return of the fleurs-de-lis) was used to describe his last voyage to Québec City in 1633 and renewed efforts to colonize New France. The fleur-de-lys continued to symbolize France's dominion over Canada when Louis XIV came to power on 9 March 1661. That autumn, Governor Pierre Dubois Davaugour, upon seeing the St. Lawrence River for the first time, found it to be a favourable place for the "fleurs-de-lis" to settle. In 1673, Governor Louis de Buadé de Frontenac endowed Québec City with "liveries and arms" depicting the fleur-de-lys, a beaver and two moose.

Champlain and the Founding of Quebec

The symbol traveled far beyond the St. Lawrence Valley as explorers advanced and took possession of North America with instructions to display the king's coat of arms. In 1670, Intendant Jean Talon reminded them that they should "draw up memoranda to serve as titles." The following year, at Sainte-Marie-du-Sault, the French raised a cross bearing the arms of the French king, taking possession of the territory from the Mer du Nord (Northern Sea) and Mer de l'Ouest (Western Sea) to the Mer du Sud (Southern Sea), including both discovered and as-yet-undiscovered lands — in other words, all of North America. A stone marked with the fleur-de-lys and the date of possession was generally buried in the ground at the base of the cross as evidence in the event the sovereign's rights were disputed.

In 1683, a fleur-de-lys was applied to the piaster circulating in Canada to guarantee its value and weight. This administrative decision was reminiscent of an initiative by Louis XIII, who was the first French king to strike a coin whose value he backed with his own coffers. The louis d'or (gold Louis) was recognized by the cross and fleur-de-lys engraved on it. In New France, the fleur-de-lys appeared on one of the cornerstones of Notre-Dame church in Montréal. It was sculpted over the Dauphin Gate of the Fortress of Louisbourg. Gold and silver threads were used to embroider the fleur-de-lys onto the opulent church vestments of François-Xavier de Montmorency-Laval, who became the first bishop of Québec City in 1674. A fleur-de-lys seen on an average person was a sign of punishment, used to mark out anyone found guilty of a minor crime, such as servants who had left their master's employ. Known as a "prisoner's brand," in 1681 it was the penalty inflicted on coureurs des bois who engaged in the fur trade without permission. Thieves, rapists and murderers were branded with a fleur-de-lys before being hanged.

The fleur-de-lys was tacitly abandoned after France finally ceded Canada to England in 1764, but Canadians — unlike French citizens after the French Revolution — were not required to remove the fleur-de-lys from churches, bells or decorations. Friendlier relations between France and Canada grew out of the Crimean War, during which the two countries fought side by side. The victory at Sebastopol cemented ties that led to the resumption of diplomatic relations between France and Canada. The docking of the light frigate La Capricieuse at Québec City on 13 July 1855 reflected this reconciliation, which was called the "return of the fleurs-de-lis," harking back to 1632.

When Jacques Cartier traveled up the St.-Lawrence River and planted a cross in 1535 on what would become called **Île Saint-Quentin**, he was met by the people who had always been there... *most likely* the Algonquians: (In 1603, it was estimated that the combined population of the various Algonquin tribes was in the neighborhood of 6000 souls). Cartier took possession of the new territory in the name of the King and then, as did most explorers of the time, returned to France

with **Taignoagny** and **Domagaya**, two indigenous men kidnapped at Gaspé in order, as Cartier wrote, to get information from them.

On 06 May 1536, Cartier again returned to France, this time with ten people from Canada, including **Chief Donnacona**, to repeat their stories of ***gold and silver*** found in the **"Kingdom of Saguenay"** (situated in the northern interior of Québec).

None of the First Nations folk taken to France would ever return to North America.

On 9 June 1537, **Pope Paul III** proclaimed *that* "since the Sauvages were real humans, they **'must'** receive the Roman Catholic faith." Then, in 1541, Cartier built **Charlesbourg-Royal fort**—the first permanent European settlement in North America, near the confluence of the **Rivière du Cap Rouge** with the St-Lawrence.

The first attempt at colonization by the French in Canada

The King was convinced of the need to set up a colony and explore the country and its minerals further, named **Jean-François de La Rocque de Roberval**, one of his courtiers, to head a new expedition of some 400-to-700 men and women, whom he was to govern. ***Cartier was named Captain General*** and ***master pilot of the vessels***. As Roberval was late in leaving, Cartier weighed anchor first and, in August 1541, landed at the spot known today as **Cap-Rouge**, where he set up the colony of **Charlesbourg-Royal**. This was the first attempt at colonization by the French in Canada. Cartier had some ***gold and quartz crystals*** extracted, which he thought were ***diamonds***, before returning to Hochelaga with the intention of getting over the Lachine Rapids. The difficulty and the length of the portage, as well as the description of the numerous rapids that followed, discouraged his crew.

On his return to Charlesbourg-Royal, hostile Natives revealed an important incident. Only **Thévet**'s testimony and that of some Basque fishermen supply the facts. Some foolish French youth, who wanted to demonstrate the efficiency of their swords, had ***severed the limbs of some Native people***. This led the **Charlesbourg-Royal Iroquoians** to retaliate—and they **attacked the French spending the 1541-42 winter with Jacques Cartier at Charlesbourg-Royal (Cap-Rouge, Québec), killing 35 of Cartier's men**.

Thévet explains the reason for slow colonization in a passage describing how the Indians make torches.

> "Ainsi se voulurent ils defendre contre les premiers, qui allerent decouvrir leur païs, faisans effort, avec quelques gresses & huiles, de mettre le feu la nuict es navires des autres abordées au rivage de la mer. Dont les nostres informez de ceste entreprise, y donnerent tel ordre, qu'ils ne furent aucunement incommodez. Toutefois j'ay entendu que ces pauvres Sauvages n'avoient machiné ceste entreprise, que justement & à bonne raison, consideré le tort qu'ils avoient receu des autres. C'est qu'estãs les nostres descenduz en terre, aucuns jeunes folastres par passetemps, vicieux toutefois & irraisonnables, comme par une maniere de tyrannie couppoient bras & jambes à quelques uns de ces pauvres gens, seulement disoient ils pour essayer, si leurs espées trenchoient bien, nonobstant que ces pauvres Barbares les eussent receu humainem?t avecques toute douceur & amytié. Et par ainsi depuis n'ont permis aucuns Chrestiens aborder & mettre pié à terre en leurs rivages & limites [...]"
>
> Thévet 157 (1558)

After surviving a winter under constant threat of attack, Cartier returned to France. He crossed paths with Roberval *near Newfoundland*, but refused to obey the order to turn back. The explorer would be ***blamed for disobeying his superior***, for the failure of this first attempt at settlement and for his ***false diamonds*** (and other minerals thought originally to be gold and silver).

• •

Étienne Cartier died in 1549. He had lived to see his nephew Jacques add to the fame of the family through his trips of exploration and his **discovery of Canada**.

Jacques Cartier died at St. Malo in 1557. As the first person to inform Europeans about the St-Lawrence River, its populations and its natural resources, Cartier has found a better reception in history than he received in his own time. However even **Champlain** (*q.v.*), who had great regard for Cartier, later said that his predecessor could have accomplished more if he had left the safety of his own ships.

On the Ships used by Early Explorers

The ships used by early explorers such as Cabot and the Corte-Reals were much different than the ***Viking knarrs*** of 500 years earlier. By the 16th century, sailing vessels had become ***sophisticated pieces of technology***, carrying vast expanses of canvas manipulated by many metres of ropes and spars. They had ***three masts*** and along with ***square sails*** they carried at least one ***lateen-rigged (triangular) sail*** that hung across the wind, making it easier to tack and steer.

Vessels

Vessels were ***carvel-built***; that is, the planks of their hulls formed "a smooth skin rather the overlapping style favoured by the Vikings." They were ***broad vessels***, built to withstand the heavy beating of the stormy **North Atlantic**, but they were not particularly large, since smaller vessels handled better in unknown, coastal waters. John Cabot's ship ***Matthew*** was only **50 tonnes** (meaning it could carry 50 tonnes of cargo), with ***a crew of less than 20***; **Martin Frobisher**'s ***Gabriel*** was even smaller. Jacques Cartier penetrated the St-Lawrence River in the ***Grande***

Hermine, somewhere **between 100 and 120 tonnes** in size with ***a crew of 60***, but **John Davis** ventured into ice-choked **Baffin Bay** in a vessel of only 18 tonnes.

Life aboard these small vessels

Life aboard these small vessels was ***uncomfortable***—to say the least. Crew's quarters were ***cramped***, ***dirty*** and ***cold***. **Fires** were lit only in calm weather and ***washing facilities*** were nonexistent. ***Food rations*** were very ***monotonous***. Frobisher's men, *for example*, received daily ***a half-kilogram of dry biscuit***, ***four litres of beer*** (preferable to ***water***, which ***went stale***), a kilogram of ***salt meat***, some ***dried peas***, a quarter of a ***salted fish***, and some ***butter***, ***cheese***, ***rice***, ***oatmeal***, ***raisins*** and ***nuts***. Furthermore, the ***absence of vitamins*** (*i.e.*, fresh fruit and vegetables) made **'scurvy'** a constant threat.

One mariner of the time summed up the seafaring life (*as follows*):

"A hard Cabbin, cold and salt Meate, broken sleepes, mouldy bread, dead beere, wet Clothes, want of fire."

Besides a **compass**, used to establish which direction was north, 16th-century navigators possessed a small number of instruments to help them find their way across the empty ocean. Using an **astrolabe**, a **quadrant**, or a **cross-staff**; they could measure the angle above the horizon of the **North Star** or ***the sun at noon*** and thereby calculate the ship's latitude (longitude being left pretty much to guesswork).

Of course, skies were not always clear enough to permit the necessary observations.

Next, ***speed was measured by trailing a line in the wake—knots*** tied in the line at equal intervals could be used ***to calculate how fast the ship was going***. There were ***no coastal charts***, and early explorers had to keep a constant lookout for ***shoals*** and ***rocks***. They used ***a weighted line*** dropped into the water to keep track of their depth (*i.e.*, sounding).

The ships that followed the explorers of the early part of the century tended to be larger and heavier. They were ***working ships****, designed to carry* ***cargo*** *or* ***colonists****. The remains of one of these vessels were recovered from the water of Red Bay on the south coast of Labrador in the Strait of Belle Isle. It was the* ***San Juan****, a 300-tonne galleon used by whalers from the Basque region of northern Spain. Wrecked in a storm in 1565 and preserved for more than 400 years in the mud at the bottom of the bay, the San Juan is one of the oldest shipwrecks located in Canada. Its discovery has revealed a great deal of information about the vessels used by the earliest European visitors.*

The new found land's fishery industry

The remarkable speed and intensity with which Europeans began exploiting these **"waters of riches"** reveals much about Europe in the 1500s. The vitality of the fishery was a result not only of the abundance of cod but also of the strength of market demands brought on by population expansion, urbanization, and commercial growth at home in Europe.

Europe's exploitation of the **New World fishing grounds** was vigorous… and only possible because the necessary ***seafaring skills***, ***fishing technologies***, ***curing methods***, and ***markets*** had already been well developed, thanks to the long-existing European fisheries in the **Irish Sea**, off **Iceland**, and ***elsewhere***. The Newfoundland fishery was an extension of a well-established domestic industry that served established domestic markets and employed tried and tested methods to catch, preserve, and deliver fish.

It is important to understand that fish was never the food of the poor. By the time fish from North American waters were caught, cured, transported and delivered to market, most Europeans could not afford them. Yet, as the population of Europe grew, and as Europe became more urbanized, there were enough Europeans who could afford it, and for whom a diet that included fish was desirable. There was soon a constant, ready market for fish delivered from the New World.

Perhaps most important to the development of the fishery was the fact *that* the fish found in such abundance in Newfoundland's waters was **cod**. Unlike ***herring***, ***mackerel***, or ***salmon***, cod is relatively fat-free and preserves well using techniques involving salt and air-drying. In fact, the flesh can become so dehydrated that it becomes remarkably light in weight, making it perfect for transporting not only by sea but also overland. All these factors were significant to the fishery—the abundance of cod, the simplicity of catching it, the ease of preserving it, the relatively low cost of transporting it to markets both coastal and inland, and the growing demand in Europe by those able to afford it. Combined, these things made the fishing grounds of northeastern North America truly **"waters of riches"** that attracted the attention of Europeans from the moment they were discovered.

Throughout 1554, French and Spanish Basque vessels off the coast of Labrador battled each other.

On the Maps created by Early Explorers

With the ***three Cartier voyages*** (1534, 1535, and 1541-2) the geography of the **St-Lawrence Valley** first appeared on maps. None of Cartier's original charts have survived. Those believed to be closest to his originals are a chart of the first expedition drawn by the cartographer **Jean Rotz** (1542), and the **"Harleian Map"** (1547) and two maps by **Pierre Desceliers** (1546 and 1550), of the later expeditions. These last three maps attached the name **"Canada"** to the north coast of the St-Lawrence, *near Québec*. According to Cartier, the word meant **"a village"** in the language of the Iroquoian people who lived there. In addition to these French maps there are others in Portuguese and Spanish, such as the beautiful Spanish map made for **Nicolas Vallard** in 1547.

Few printed maps of the period deserve consideration. The exception is the famous world chart by **Gerard Mercator** (1569). It introduced **"the Mercator map projection"** on which a straight line is a line of constant compass bearing. As such it became indispensable to navigators and consequently much copied. Practically all the maps showing Canada, to the end of the 16th century, were based on Mercator's map.

After Cartier's expeditions into the **St-Lawrence Valley** and the earlier ones south of **Newfoundland** showed that there was no western opening to Asia, further searches were abandoned. It was the English who now attempted to find a northern passage to the west. The existence of such a route had been first theorized by ***Sebastian Cabot*** *circa* 1508-09 and appeared on most early maps, but an effort to find it was first undertaken by Martin Frobisher in 1576. Only his first of three successive expeditions resulted in exploration. The other two were attempts to mine gold on **Baffin Island**.

The published maps, two by **James Beare** (1578), a captain of one of Frobisher's ships and one by **Michael Lok** (1582), were so crude that cartographers had little idea where Frobisher had been. On later maps the strait (Frobisher Bay) he thought was a western passage appeared on the southern tip of Greenland. **John Davis**' three voyages (1585-87) first appeared on maps in the 1590s. The maps by ***Mercator*** (1595) and ***Wytfliet*** (1597) are representative of Davis' contribution.

The magnificent world map by **Edward Wright**, published by **Richard Hakluyt** in 1599, best illustrates 16th century accomplishments. It is an honest depiction of the known world, uncluttered by myth and unsubstantiated hypothesis.

Martin Frobisher, Privateer

A poor student but with a keen interest in navigation, **Martin Frobisher** learned from his maternal uncle, **Sir John York**, with whom he was living, that "Asia was a land of boundless riches." At the age of 14, in 1553, Frobisher went to **Guinea** for the first time. He was lucky: only one quarter of the expedition returned and he was among the survivors. The following year, during a voyage to the same country, ***an African chief took him hostage for some months***. Until 1573, Frobisher was a ***privateer***, but brought so much back to ***Queen Elizabeth's treasury*** that his imprisonments for piracy never lasted long. Wandering the ocean, Frobisher developed dreams of finding a passage to Asia through the northwest.

After 15 years of perseverance, Frobisher found investors to finance his project and attracted support from **the Crown**. On 07 June 1576, Frobisher left **Ratcliff** with 35 men on two ships. The Queen saw them off at **Greenwich**. Going through the **Shetland Islands**, they set sail west, towards **Greenland**. At the end of July, Frobisher's ship alone reached an unknown coast and entered a bay that the explorer assumed was ***a strait***, and which he named **"Frobisher."** Toward the end of August, using ***sign language***, Frobisher bartered ***red meat for trinkets*** with some **Inuit**.

Five sailors visited the Inuit against orders and were never seen again. A short while later, Frobisher seized ***an Inuk and his kayak*** and brought them back to England. The Inuk and his craft were marveled at by Londoners, just as the Spaniards and French had previously marveled at indigenous peoples. Sadly, the Inuk died of a cold shortly thereafter. Of prime importance to Frobisher, *however*, an "expert" found gold in the piece of mineral that he had brought back, allowing him to find ***sponsors of a second expedition***.

The ship owners of the first voyage regrouped under the name **"Cathay Company"** to sponsor Frobisher's second voyage. **Virgin Queen Elizabeth I** granted him a considerable sum of money and a ship, the ***Ayde***. This time, he was asked to mine for ***gold*** and to have only one ship explore. He left, on 31 May 1577, from **Harwich** with three ships and some 120 men, including 30 soldiers and 11 gentlemen. Frobisher looked for the five men who had disappeared the previous year and found their bloodied clothes. Before returning to England, he ***captured an Inuit man, woman and child*** to bring with him, and **a battle (in Frobisher Bay)** ensued between Inuit warriors and the English expedition led by Martin Frobisher. The Inuit's ***bows and arrows*** got the better of the ***English harquebuses and bows*** and **Frobisher was wounded**. The captured Inuit would all die *approximately* one month after arriving in England, and the *approximately* **200 tons of mineral (marcasite)** that Frobisher brought back would not be promising enough for the investors, who were becoming ambitious and required more.

> "The day following, being the 19 of Julie [1577], our Captaine returned to the shippe, with good newes of great riches, which shewed it selfe in the bowels of those barren mountaines, wherwith we were all satisfied. A sudden mutation. The one part of us being almost swallowed up the night before, with cruell Neptunes force, and the rest on shoare, taking thought for their greedie paunches, how to find the way to New found land: at one moment we were all wrapt with joy, forgetting both where we were, and what we had suffered. Behold the glorie of man, to night contemning riches, and rather looking for death then otherwise: and tomorrowe devising howe to satisfie his greedie appetite with golde."
>
> Hackluyt 624 (1589)

The following year, Frobisher directed **a fleet of 15 vessels** carrying some 400 men, with the mission of setting up ***a colony*** and bringing back to England 2000 tons of rock. Leaving on 31 May 1578, some of the fleet drifted for weeks in **Hudson Strait** due to ***ice and bad winds***. ***One of the vessels sunk with some of the construction wood on board but the crew managed to save itself on the ice.*** The crew of ***another ship abandoned the fleet and returned to England***. Frobisher managed to land with the rest in a little arm of **Frobisher "Strait."** He called this

inlet **"Countess of Warwick Sound,"** and from it he searched for minerals. With only ***coal for heating***, Frobisher had a house built of stone and lime with a wooden roof, hoping to assess during a future voyage how these construction materials reacted to northern cold. Frobisher was to have left 100 men and continued mining, but ***lack of food***, the ***breakage of the casks with the beer rations***, and the ***loss of the construction wood for a house made a colony impossible***.

Back in England the following autumn, Frobisher continued his career in the navy while the mineral that had been brought back was analyzed. The result: it contained no gold.

The Cathay Company went bankrupt.

Frobisher finally managed to get to Asia in 1585. He was vice-admiral under Sir Francis Drake who, with 25 ships, inflicted heavy losses on the **Spanish fleet** and the **Spanish colonies** in the East Indies and returned with immense booty. In 1588, he was knighted for his services in important positions against the Spanish Armada. He continued to harass Spanish ships until 1594, when he took a bullet in his side during an assault. He died a few days later at **Plymouth**.

Frobisher's voyages to **Baffin Island** were ***the first European attempt to mine mineral wealth from the Canadian Arctic***. However, because he did not return with any maps or detailed navigational descriptions, the English could not discern where he had been. Hakluyt and his contemporaries placed **Frobisher's strait** on the southern tip of Greenland.

John Davis: The Master Navigator

John Davis *half-brother of Sir Walter Raleigh* had the good luck to have very special childhood neighbours in his home and birthplace of **Sandridge, Devonshire**: **Humphrey and Adrien Gilbert**, as well as their half-brother, **Walter Raleigh**. All three would be famous for their explorations, their sea adventures and their relationship with **Queen Elizabeth I**. The first two were older than Davis, but Walter was his age. In addition, one of Davis' personal friends was **John Dee**, the great ***astronomer*** and ***mathematician***. Thus, very early on, Davis was in touch with the ***explorers***, ***cartographers*** and ***scientists*** of his time. We don't know where he studied but he was not yet 30 when his knowledge of navigation and ***scientific cartography*** was recognized. Like many of his contemporaries, he was convinced of the existence of a northwest passage that led to Asia, and his great ambition was to discover it. Through his friends, he met ***the Queen's secretary***, who convinced the sponsors of **Martin Frobisher**'s exploration a few years earlier, to finance his expedition. The motivation for the sponsors was that the **Northwest Passage** would allow the English to trade in Asia without crossing Portuguese and Spanish territories.

Davis left **Dartmouth** on 07 June 1585 with two ships, and followed the same route as **Frobisher**, passing south of **Greenland**, where he met some of the **Inuit** of that country. Heading up the west coast of **Greenland**, he then crossed to **Exeter Bay**, on ***the coast of*** **Baffin Island**. The observations he made during this first voyage led him to believe *that* ***the passage to Asia*** was either west through **Cumberland Sound** or **north of Davis Strait**.

The following year, Davis undertook ***another voyage*** in the same area. Two of the four ships of the expedition were sent to explore the ***east coast of Greenland***. Davis sailed the other two into **Davis Strait** up the west coast of Greenland to 67º north latitude. A barrier of ice forced them to head southwest to **Baffin Island** and then south as far as the estuary of Hamilton Inlet, where Native people attacked the crew. Two men were killed and others wounded. Despite this incident, the English sailors took the time to fill their holds with cod before ***returning to England in October after a five-month voyage***.

Not satisfied with his results so far, the persevering explorer took to sea again on 19 May 1587. This time, Davis reached 72º12' N on the ***west coast of Greenland*** before being pushed back by ***violent winds***. He headed southwest—following the margins of the ice drifting from the Arctic to the coast of **Baffin Island** and sailing south to **Cumberland Sound** and **Frobisher Bay** anew. Passing by **Hudson Strait**, he was struck by strong water currents at that location. This phenomenon would be described as a "furious overfall" on the **Hakluyt map** and the **Molyneux globe**. The current and the ice prevented his going further with his light ship, so he headed south along the **Labrador** coast to a cape, which he named **"Chidley,"** and entered ***the Labrador fjord*** which bears his name today (Davis Inlet).

Before returning to England in mid-September, he passed by Hamilton Inlet again to cover at least part of the expedition's costs with a catch of cod.

Davis' second voyage

> "The seventh of July, being very desirious to search the habitation of this countrey, I went my selfe with our new pinnesse into the body of the land, thinking it to be firme continent, and passing by a very large river, a great flaw of winde tooke me, whereby we were constrained to seeke succor for that night, which being had, I landed with the most part of my company, and went to the toppe of a high mountaine, hoping from thence to see into the county: but the mountaines were so many and so mighty as that my purpose prevailed not: [...] my selfe having esyyed a very strange sight, especially to me that never before saw the like, which was a mighty whirlwinde taking by the water in very great quantity, furiously mounting it into ayze, which whirlewinde was not for a puffe or blast, but continually for the space of three houres, with very little intermission, which fith it was in the course that it should passe, we were constrained that night to take by our lodging under the rocks."
>
> Hakluyt 783 (1589)

Davis primarily described the **Inuit of Greenland**, where he had stopped, but we can perhaps infer something about the Baffin Island Inuit from his observations. ***Davis' friendly approach towards the Inuit changed when he discovered that they had stolen his anchor***. They had become displeased with their visitor earlier, when ***Davis interrupted their religious ceremonies***. Davis' accounts tell of the many difficulties involved in the meeting between Europeans and Inuit.

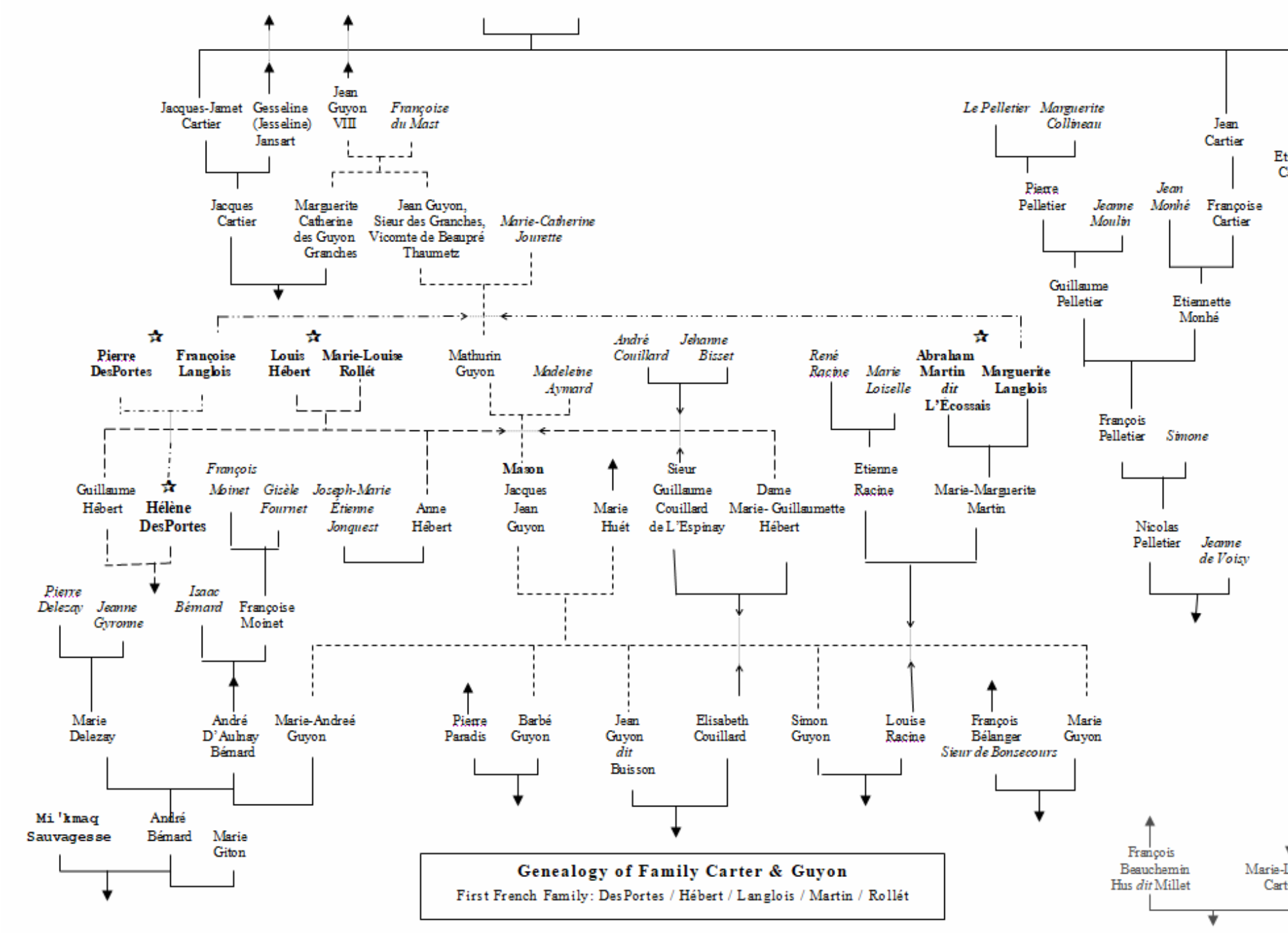
Even though he did not progress further west in the continent than Frobisher did, Davis greatly contributed to **Europe's knowledge of the Arctic** and to the conducting of subsequent explorations. He drew maps of long stretches of the coast of **Greenland**, **Baffin Island** and **Labrador**, and recorded observations of the ***ice***, ***relief***, ***rock formations***, ***temperature***, ***vegetation*** and ***animal life*** of these areas.

The ***log of his third voyage*** still served as a model for ships' logs three centuries later. Though the original maps of his voyages are lost, the results of his discoveries are found on the maps of his time, including the **Hackluyt-Wright** (1598-1600) map of the world and the Molyneux globe (*q.v.*). The accounts of Davis' voyages were published by Hackluyt, beginning in 1598.

After his 1597 expedition Davis no longer returned to the Arctic, but he did reach Asia. He got there for the first time in 1598 as a pilot with one of the expeditions conducted for large commercial companies. In 1600, he became ***chief pilot for the first expedition of the*** **East India Company**. On his three voyages to the Indies, he drew geographical maps and records information that was important for navigating in the Orient. On 27 December 1605, off the ***coast of Malaysia***, ***Davis was assassinated by one of the Japanese pirates whose ship he had just captured***.

• •

In 1598, following the 1521 landing on **Sable Island** *southeast of present-day Nova Scotia* by the Portuguese, the French establish a settlement.


Jacques-Jamet Cartier
Gesseline (Jesseline) Jansart
Jean Guyon VIII
Françoise du Mast
Jacques Cartier
Marguerite Catherine des Guyon Granches
Jean Guyon, Sieur des Granches, Vicomte de Beaupré Thaumetz
Marie-Catherine Jourette
Le Pelletier
Marguerite Collineau
Jean Cartier
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Marie Loiselle
Abraham Martin dit L'Écossais
Marguerite Langlois
Guillaume Hébert
Hélène DesPortes
François Moinet
Gisèle Fournet
Joseph-Marie Étienne Jonquest
Anne Hébert
Mason Jacques Jean Guyon
Marie Huét
Sieur Guillaume Couillard de L'Espinay
Dame Marie- Guillaumette Hébert
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Pierre Delezay
Jeanne Gyronne
Isaac Bémard
Françoise Moinet
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Marie-Andreé Guyon
Pierre Paradis
Barbé Guyon
Jean Guyon dit Buisson
Elisabeth Couillard
Simon Guyon
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François Bélanger Sieur de Bonsecours
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André Bémard
Marie Giton
François Beauchemin Hus dit Millet
Genealogy of Family Carter & Guyon
First French Family: DesPortes / Hébert / Langlois / Martin / Rollét